AIM

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THE RING ROAD IS COMING

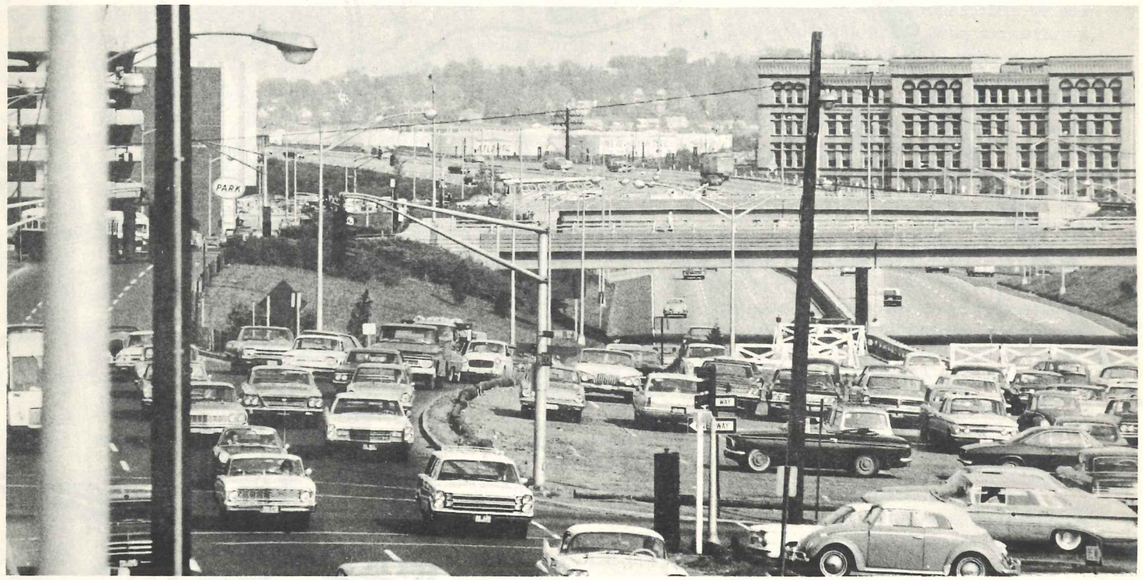

Photo by Dave Dickson

HOW DID THE RING ROAD PLANS BEGIN?

The history of the "Ring Road" or "Inner Circumferential" begins in 1942 with the "Master Plan" prepared by planning consultant Maurice Rotival for the City Plan Commission. The plan, according to the Redevelopment Agency's paper "A History of Urban Renewal in New Haven" dated October 1965, was done "within six months" and called for "extensive new highway construction and recentralization of the Business District." All the complex problems of the entire city were glossed over. After only 6 months recommendations were made to change basically only the road system and downtown--but not to provide low-cost housing or playgrounds or eliminate air or water pollution! At that time, the Ring Road was a partial loop that would extend Howe Street around Grove Street Cemetery to Sachem Street and from there to Franklin Street in Wooster Square.

The Agency's history complains that "the bankers and real estate investors were skeptical and general support for the proposals (in Rotival's Master Plan) were limited. Men went off to war and the plan was placed on the shelf." It continues: "Ten years went by before New Haven organized its Redevelopment Agency and rehired Rotival to update his scheme." At this time the proposed Ring Road extended from the then proposed I-91 along Trumbull Street and around the Cemetery to Howe St.

By the late 1950's the plan had evolved into the following: the structures on the south side of Trumbull Street were to be cleared for a new 6-lane highway; a Howe-Dwight extension was to become a double roadway back of the Yale Gym and a bridge over the railroad tracks to Prospect Street; Howe and Dwight Streets were to be a one-way pair.

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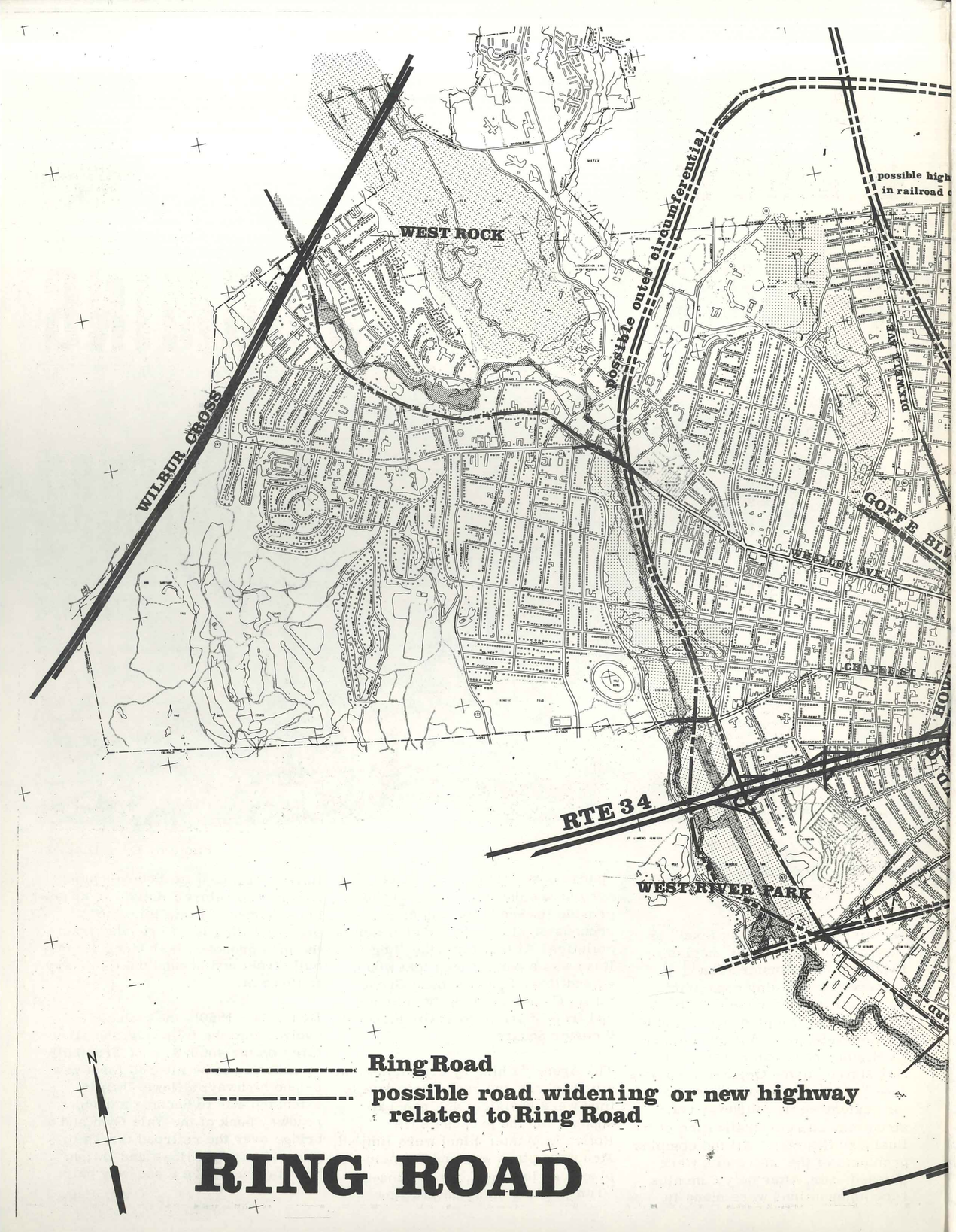


RING ROAD: STATE STREET

The city of New Haven's "Wooster Square Redevelopment and Renewal Plan" was adopted in 1958 by the Board of Aldermen, and subsequently amended through 1965. It states as one of its primary objectives the removal of "deteriorating influences," and particularly indicts some "non-residential uses":

> Those non-residential uses which are heavy traffic generators or which are the source of noise, odor, air pollution, glare, heat, vibration, dirt or which otherwise are incompatible with the residential character of the neighborhood must be eliminated. (p. 5)

This is an excellent statement of the deteriorating influences which the State Street segment of the "ring road" will bring into the Wooster Square area. The proposed road also perfectly fulfills all the Agency's criteria for "Noxious uses" (p. 32):

> (1) The emission of smoke, fumes, odors, or other objectionable by-products.
> (2) Excessive noise.
> (3) Generation of excessive truck traffic.
> (4) Location of the particular use with respect to the general character of the area and its impact on immediately adjacent uses.

But residents of the area are already too familiar with the operation of these factors: the key to the first phase of the area's "redevelopment and renewal" was placing I-91 right through an existing neighborhood. The surviving homes near this massive structure are now enjoying the benefits of noise, vibrations, excessive truck traffic, and most of all, air pollution. About 65 million tons of carbon monoxide are being dumped into the atmosphere of this country per year just by automobiles. When there is a concentration of 100 parts of carbon monoxide for every million parts of air, most people experience dizziness, headache, and other symptoms of poisoning. Carbon monoxide and the other pollutants in car exhaust are heavier than air and tend to settle down in dangerous concentrations below raised highways like I-91. The proposed State Street segment of the "ring" will not only bring some 33,000 cars per day through our neighborhood at a slower rate--and therefore more poisonous--but will bring some 4,000 cars into its vast 6-story parking lot. These cars will be starting or waiting in line and of course produce far heavier concentrations of air-poisoners than the highway traffic.

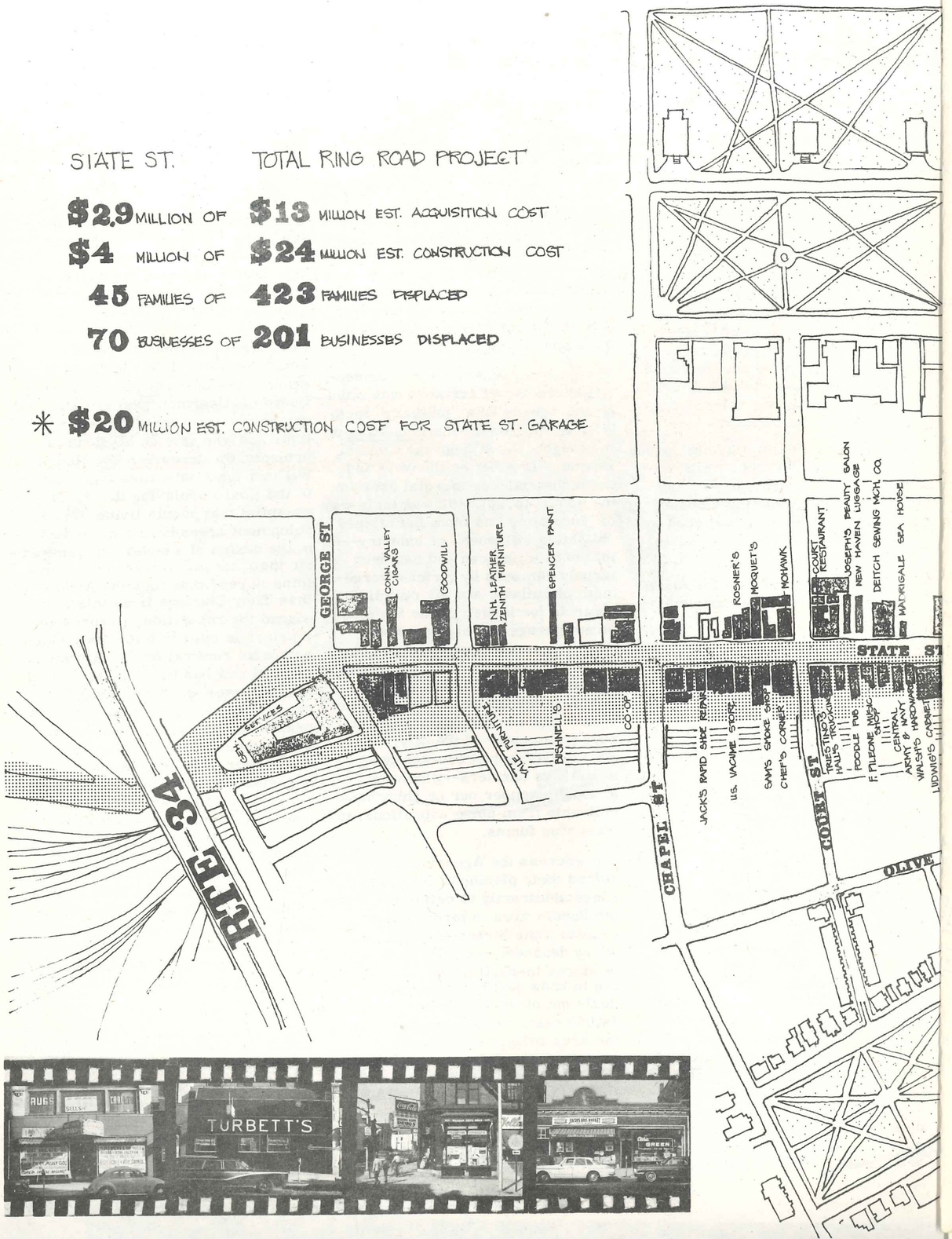
The goal of preserving the residential character of our area was cited by the Agency as a "primary" factor making "necessary the insulation of the neighborhood from the Central Business District on the west and the industrial-commercial area to the south" (p. 33). I-91 was their way of "insulating" us from the alleged "blighting influence" of industry--an influence which can and has been largely removed by strict enforcement of building and air pollution controls for industry. The State Street garage and highway now emerges as the beneficent structure which will save us from the blighting influence of easy access to the Green. In the future we will have to climb stairs and cross bridges to reach the center of the city. In fact we will be trapped between two monstrous barriers--which will gradually render our neighborhood unlivable from noise, vibrations, and poisonous fumes.

But whereas the Agency had to defend their placing of I-91, they chose arbitrarily to define the Wooster Square area in terms which exclude State Street--despite our heavy dependence on the rich variety of stores there. It would be interesting to know just how many individuals out of the approximately 14,000 residents who used to live in the area defined by the Agency actually had a voice in that original plan--in particular the routing of I-91. In the case of the proposed State Street project, Mr. Charles Shannon of the Agency seemed to be quite explicit at the November 30th meeting of the Wooster Square Community Association in declaring that we had no say. However, Mr. Theodore DeLauro, Association President, alluded to some plans approved by his "Urban Renewal Committee" some four years ago. It would be helpful to review just what these plans included, and to find out just how many of the approximately 8,000 residents left in the area knowingly supported them.

One bright factor in the recent weeks has been the emergence of some sense of responsibility on the Board of Aldermen, who are after all our only elected local representatives and who vote on all Renewal projects. On December 4th Alderman William Rees submitted a resolution to the Board declaring that "it is essential that people living in redevelopment areas have a major voice in the design of a redevelopment plan for their areas." It was very heartening to read that outgoing Alderman Tony Ciarlone from this area signed the resolution. It represents a principle built into the laws which authorize renewal funds, but which up until now has been circumvented by the most absurd tokenism in neighborhood organizations which at present involve only a tiny fraction of the residents of affected areas. If real power is to be given these organizations, then real participation by a majority of residents must be achieved. Meanwhile, every effort must be made to encourage the voices on the Board of Aldermen, like Mr. Rees and William Gray, who are now demanding an investigation of the priorities of the Redevelopment Agency and supporting the participation of us--the people who are now being disastrously affected by Agency plans--in the formulation of those plans.

Peter W. Rose
95 Olive Street
562-4895

The Wooster Square Association will hold a meeting to discuss the Ring Road on Thurs. Jan. 18, 8:00 p.m. at Farnum Courts Community Room.



RING ROAD : TRUMBULL - YALE

"I happen to know that for ten years the city administration of New Haven and Yale's administration, have been hoping and praying for this 'ring' road. For I remember many consultations between Mayor Lee and my husband, when my husband was President of Yale, on this subject."

Mrs. Griswold, the wife of the former President of Yale and Representative from the 109th district, may have known about these consultations, as she told the Roads and Bridges Committee of the Connecticut Legislature last spring. But the public sure hasn't. Yet as early as 1964 the city had hired the engineering firm of Goodkind and O'Dea to study such a road.

One plan that came out of that study would extend the Trumbull Street exit of I-91 up the even side of Trumbull Street (through residences, doctor's offices, a Yale Secret Society the Lincoln Theater, and other Yale buildings). The Ring-Road would continue up Canal Street north of the cemetery, and past the Yale gym to suicide circle, where Broadway, Dixwell, Goffe, and Whalley meet. (This plan has been replaced by Yale's proposal for an underground tunnel, as we shall see.)

Early plans foresaw displacing 36 families, moving 31 businesses, and spending $1.6 million for land acquisition (of which half a million would pay for Yale property).

HIGHWAYS CREATE HIGHWAYS

The main reason for this section of the 'ring road', as the President of Yale told the Legislature's committee is that the Trumbull Street exit, which was adequate to the traffic flow when built, is now flooding that neighborhood with traffic, noise, and pollution. Once again, another road must be built to siphon off this traffic.

'If this is not done promptly and in such a way as to preserve the residential and academic life of the city, the highway exit planned by the state authorities under Governor Ribicoff, executed by Governor Dempsey, and supported by Federal funds, will have done much to destroy the ability of one of the State's greatest educational and research institutions to remain a coherent and contiguous campus," Brewster argued.

What has happened is part of an old pattern: in time one highway creates the need for another. This continual process of building one highway, and five years later building another to deal with the traffic problems the first created and again five years later--and so on-- would not matter, except for one thing: highways get built to satisfy the needs of other highways, instead of the needs of the people and businesses of a community. People are moved around, businesses are displaced or ruined, neighborhoods are destroyed, by an unseen hand.

PEOPLE AND PLANNING

In this process, people are left out of the planning. The planning experts must have known that the Trumbull Street exit would destroy the historic character of Trumbull Street and divide Yale as traffic increased. But they couldn't afford to tell anyone or that exit would have been opposed by people in Mrs. Griswold's district. So the real planning goes on behind people's backs.

Yale, however, wasn't left out of the planning, as Mrs. Griswold pointed out. In fact, in December 1965, Mayor Lee and Yale President Brewster jointly presented a proposal to build a $15,000,000 "depressed" roadway from the Trumbull Street exit to Prospect Street. Since then Yale has hired an engineering firm to study the routing of this roadway. According to Mr. Kirk, head of Dixwell Redevelopment, Yale would pay the $6 million difference necessary for tunnelling. However Yale should not use taxpayer's money to solve its aesthetic problems. Harvard is paying the entire cost of the by-pass under Harvard Square.

The reason for Yale's involvement is not too hard to find, as Mrs. Griswold realized when she referred to "Yale University, which is always New Haven's most important and distinguishing business." Yale's policy has been one of self-protection: the process of highways creating a need for more highways will go on, but Yale's particular interests must be protected. "Obviously any major road through Yale is against our immediate interest," the Yale Daily News of May 3, 1967, quoted the University's Presidential Assistant Howard Weaver as saying, "but the loop road appears to be important to the city and, in the long run to Yale, and the underground scheme is the best compromise we've been able to find." In this way Yale washes its hands of any need to consider the effect of the "loop road" on the neighborhoods it will run through, any need to demand of the city that the road in fact represent the desires of the community, and indeed, denies any active role on its part in the planning.

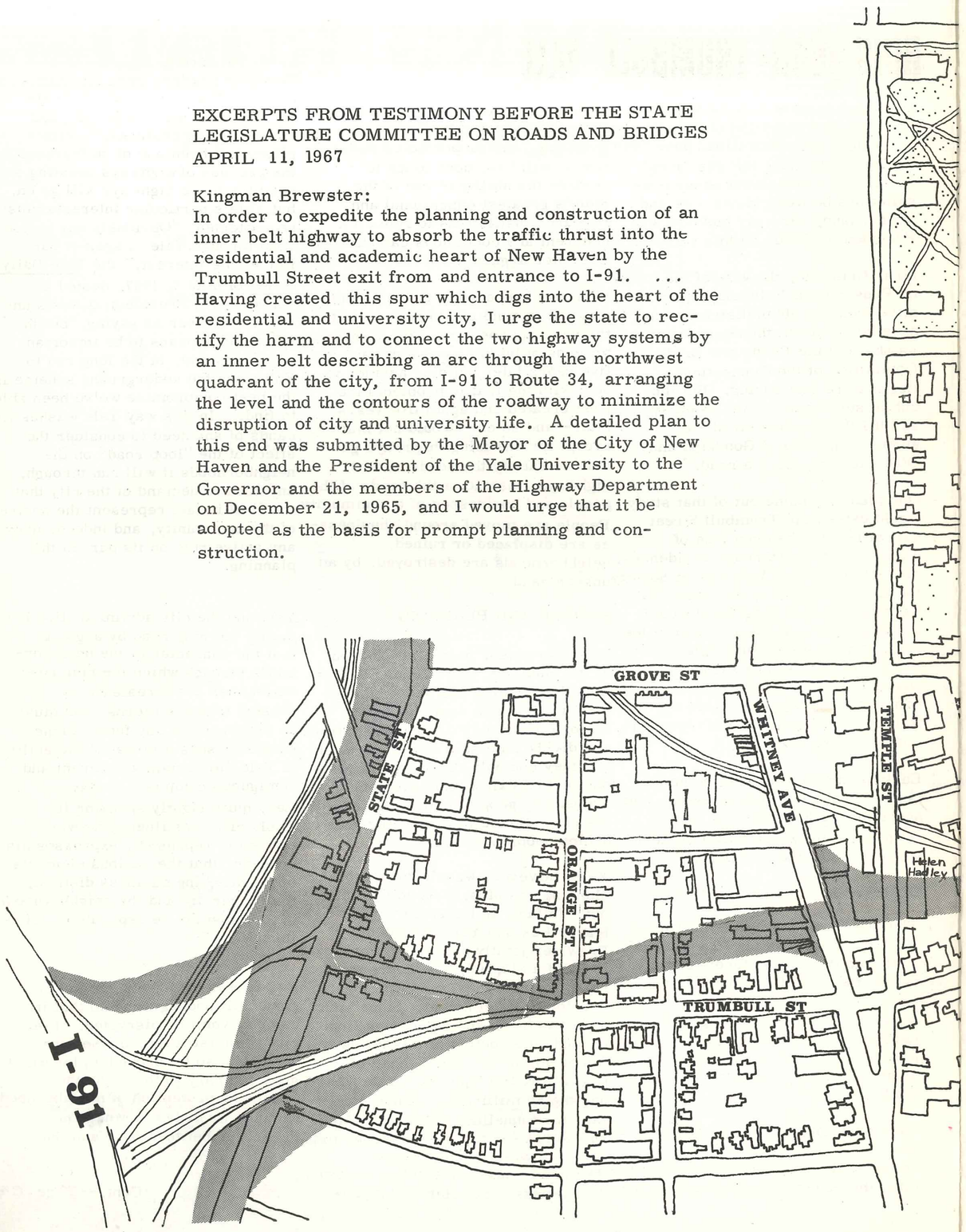
Yale and the city administration both justify the ring road by arguing that the character of the neighborhoods through which the ring road would pass are threatened by present traffic patterns, and must be preserved in any future plans. Brewster sees a threat to the ability of Yale "to remain a coherent and contiguous campus." Mayor Lee, quite rightly speaking for the whole city constituency he was elected to represent, expresses his concern "that the various elements of the city, the business district, the University and the neighborhoods ..... must not be separated.... but joined."

But Yale is having its section of the road built underground so that its campus won't be disrupted. The city administration, on the other hand, has so far backed a plan which goes contrary to the guidelines regarding protection of neighborhoods which it itself laid down. The difference between Yale and the

Cont.-- Page C4

EXCERPTS FROM TESTIMONY BEFORE THE STATE LEGISLATURE COMMITTEE ON ROADS AND BRIDGES
APRIL 11, 1967

Kingman Brewster:
In order to expedite the planning and construction of an inner belt highway to absorb the traffic thrust into the residential and academic heart of New Haven by the Trumbull Street exit from and entrance to I-91. ... Having created this spur which digs into the heart of the residential and university city, I urge the state to rectify the harm and to connect the two highway systems by an inner belt describing an arc through the northwest quadrant of the city, from I-91 to Route 34, arranging the level and the contours of the roadway to minimize the disruption of city and university life. A detailed plan to this end was submitted by the Mayor of the City of New Haven and the President of the Yale University to the Governor and the members of the Highway Department on December 21, 1965, and I would urge that it be adopted as the basis for prompt planning and construction.



Adams Steadfastly Denies Inner Ring Road Planned

Taking the AIM Newsletter Ring Road issue #1 as his text, Mel Adams of New Haven Redevelopment reviewed the road situation for the Wooster Square Association at their January 18, 1968 meeting. The thunder of trucks on I-91 and the rattle of trains outside the meeting room at Farnum Courts were a grim reminder of what roads can do to a neighborhood. Adams started at the outer edge of the AIM map with the roads least likely to be built and slowly talked his way to State Street, where acquisition and demolition have already begun.

The main theme of Adams' talk for the evening was that nothing will be done on the Ring Road until after the State Highway Department completes its study of traffic needs from west of the Quinnipiac River to Hamden. The Register of January 18 quotes Adams as saying, "There are no approved plans for a ring road, there is no intention to seek approval for the so-called 'ring road' until the State completes its study - and the results can be studied and evaluated." In an editorial three days later, "Ring Road 'Merry-Go-Round'?" the Register suggested Adams was confusing the public with his use of the word 'plan'. "The City may have no "plans" (in the sense of working drawings) for an Inner road at this time, but there seems to be no question the City definitely has "plans" (in the sense of concept) for such a road." Kingman Brewster's testimony before the State Committee on Roads and Bridges, quoted on the center fold of the Trumbull-Yale insert, suggests that a "detailed plan" exists and was submitted to Governor Dempsey in 1965.

At the Wooster Square meeting Adams calmly assured the audience that the time for the road is off in the future. Even the section of the road behind the Grove Street Cemetery, which is in the approved Dixwell Plan and for which funds are available, will not be constructed yet. "We're not gonna move ahead on it, if ever, until the State study is clear." The Yale Tunnel, Howe Boulevard and Howard Avenue sections of the road cannot begin because "there are presently no city, state or federal funds available to build ... or for land acquisition." Adams admitted seeing maps of these sections in "larger scale" than the AIM map, but added that "now they are in drawers somewhere covered with cobwebs." Adams' point was to persuade the audience that it is simply too early to get upset over the Ring Road: "The time of decision, one way or another, is several years away," he explained. "The Ring Road should be of no concern to anyone in the city - not till 1970."

The audience was not at all convinced. Edith Woodard, of Court Street, recalled the frustration of Wooster Square residents when I-91 was built through their neighborhood. Their opposition was strong but too late to change the course of the highway. 1970 is only two years away. Mrs. Woodard insisted the time for concern is now.

Ralph Marcarelli asked Adams who had requested the Ring Road study in the first place. In answer, Adams listed "the City, Yale, the Chamber of Commerce, the Citizens Action Commission." That is, the same group that has been invited by the State Highway Commissioner Ives to offer suggestions for the study.

Adams presented the State Street Project as a certainty. "In our judgment irrespective of the Ring Road" State Street is needed, he declared. Far from harming the Wooster Square neighborhood - Adams claimed it " will strengthen the residential character of the neighborhood." Mr. Orbach, of St. Johns Street, emphatically disagreed: "You're burying us... You're burying us with tons of dirt. Who's hollering for all these roads? ... All we've got here is a pocket between roads. Nobody gave us a carbon monoxide test on what's settling on the Conte School where my grandson goes...."

Adams Insists Concept Is Far From Concrete

After about ten people stood up and voiced doubts or opposition to the State Street Plan, Mr. Orbach asked Adams, "How many people would it take at a public hearing to stop the State Street Project?" Adams evaded the question by stating that State Street affects a larger part of the city than just Wooster Square. At the very end of the meeting, however, Adams dropped a remark which seemed to indicate that no amount of opposition could stop the plan. He mentioned that if it were stopped at this point the City would have a $19million debt to the Federal Government. The $19 million is money the City has received for early land acquisition on State Street. Some of the money has been spent already. But even if the entire sum had to be repaid, that is not sufficient reason for the City to force through a plan which city people do not want. In fact, there would not be a $19 million debt. If the money has been used to buy land at a fair price, the City now owns the land and can resell it. In a telephone interview with an official of the Department of Housing and Urban Redevelopment in Washington, we were told that rejection of a plan by a city does not make the city liable to repay the money advanced. The Federal Government usually allows such money as a grant to the city.

People who oppose the Ring Road and the State Street Plan can act on two points Adams made. You can request the State Highway Department to consult with all interested citizens. To quote Adams, "Any group that wants to be invited by the Highway Department should write the Highway Department." And you can send your objections directly to Mr. Adams, c/o Redevelopment.

TESTIMONY...

... BEFORE THE ROADS AND BRIDGES COMMITTEE OF THE STATE LEGISLATURE, TUESDAY, APRIL 11, 1967:

REPRESENTATIVE GRISWOLD, 109th DISTRICT; Gentlemen of the Committee; I am here to testify to the vital need of favorable action on H. B. No. 3194 (O'Dea and Griswold) an act concerning the construction of a highway connecting the Trumbull Street Exit of Interstate 91 to the proposed interchange between Connecticut 34 and Dwight-Howe Streets in New Haven...

Form L-101

STATE OF CONNECTICUT,

Bill No. 3194 Page 1 of 1

Introduced by Rep. Robert O'Dea (104th) and Anthony M. Griswold (109th) Date Jan 24 1967

Ref. to Committee on Roads - Bridges

General Assembly,

January Session, A. D., 19 67...

AN ACT CONCERNING THE CONSTRUCTION OF A PARTIAL INTERCHANGE CONNECTING CONNECTICUT ROUTE 34 TO STATE STREET IN NEW HAVEN.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. A partial interchange connecting Connecticut Route 34 in New Haven to State Street in New Haven, specifically providing an eastbound exit from a westbound entrance to Connecticut Route 34, all in New Haven, for design, right-of-way acquisition and construction not to exceed

Section 2. This act shall take effect from date of passage.

STATEMENT OF PURPOSE: To provide improved access between the City of New Haven and the surrounding communities and to eliminate detrimental effects of State highway traffic on neighborhood streets.

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Bill No. 3194 O'Dea - 105th Dis
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AN ACT CONCERNING THE CONS
THE TRUMBULL STREET EXIT OF INTER
BETWEEN CONNECTICUT ROUTE 34 AN

Be it enacted by the Senate and House of Represe

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Trumbull Street exit of Interstate 91 at
proposed interchange between Connec
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Section 2. This act shall take

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This scheme was shelved but not forgotten and the first steps toward its implementation can be clearly seen in the presence of the ramp connection to I-91 at Trumbull and Orange Streets and in the maps included in the Agency's publication, "Dixwell Redevelopment and Renewal Plan, adopted September 1960." These blatantly contradict the oft-repeated disclaimer by Agency officials that there are no plans--drawn or otherwise--for an inner circumferential.

The plan of the late 1950's was severely criticized by the staff of the City Plan Department in 1963. They felt that the development of the Dwight-Howe one-way pair would be damaging to the Dwight neighborhood and recommended that it be replaced by a new highway just west of Dwight or along a widened Howe Street. They labeled the Howe-Dwight extension in the Dixwell neighborhood an anachronism and pointed out that this expensive freeway was being proposed for that part of the downtown area with the smallest traffic demand. Furthermore, it would create major new bottlenecks at the intersections of Whalley and Whitney Avenues. They concluded by pointing out that a highway along Trumbull Street would do irreparable damage to an area of considerable historic charm. Nevertheless, in 1964 the City of New Haven hired the Hamden engineering firm of Goodkind and O'Dea to study traffic problems related to an inner circumferential.

HOW WAS THE PUBLIC INVOLVED IN THESE PLANS?

One of the few public disclosures of a plan for an inner circumferential was made in December 1965 when Mayor Richard Lee and Yale President Kingman Brewster jointly presented to Governor Dempsey a proposal to build a $15,000,000 "depressed" roadway from the Trumbull Street exit of I-91 to Prospect Street. The proposal included a provision to cover the section of the roadway under the Yale campus. Yale soon hired the New York engineeering firm of Tippet, Abbet, McCarthy and Stratton to study the routing of this roadway. The Yale Daily News of May 3, 1967 quotes the University's Presidential Assistant Howard Weaver as saying: "Obviously any major road through Yale is against our immediate interest, but the loop road appears to be important to the city and, in the long run to Yale, and the underground scheme is the best compromise we've been able to find." In short, this leg of the ring road was modified to satisfy Yale and probably to avoid opposition from the Preservation Trust to extensive clearance along Trumbull Street.

Unlike the Yale Administration, the taxpayers of Dwight, Dixwell, the Hill, and Wooster Square have not been consulted about the sections of the proposed highway that will slice through their neighborhoods. No public hearings have been held to specifically discuss the ring road. The State Street leg was discussed in the last two issues of the AIM newsletter; its history is typical. In 1963 an architect working in the City Plan Department developed the idea of a split roadway with parking in the middle. In 1964 the plan became a commitment through an administrative action which located a road at the back of the Central Services Building. Similarly, another City Plan Department architect developed the idea of widening the Howe Street leg into a six-lane "boulevard"; and another administrative action--in this case, the increase in the setback in the original plan for the Trade Union Plaza housing development from 25 to 48 feet--seems to have made the idea into a commitment. Another example: someone decided that the Columbus Avenue leg should be widened to handle West Haven through-traffic; and again the plan seems to have become a commitment through an administrative decision to widen the Columbus Avenue right-of-way through the Church Street South area.

WHAT WILL THE ROAD ACCOMPLISH?

Since the idea of an inner circumferential has never been presented or explained publicly by the Redevelopment Agency, it is difficult to discuss the logic behind it. The Yale Daily News of May 2, 1967 quotes City Plan Director John McGuerty as saying: "The real objective is to keep traffic not headed for the center of the city away from downtown." In other words, New Haven ought to have what all the BIG cities like Boston and Baltimore have--an inner or "bypass" loop to "trap" traffic and keep it out of the central core. However, New Haven is not a big city and it does not have a dense and compact core that generates a lot of traffic. New Haven's downtown is in fact an "L" along Church and Chapel Streets. Yale and the Green, which generate very little traffic, make up most of the rest of

Federal Role in Urban Affairs - Hearings before the Sub-Committee on Executive Reorganization of the Committee on Government Operations U. S. Senate 89th Congress ----August 15, Part 1.
Senator Clark - Page 9, 10

"Our highway program has probably been the biggest subsidy program for the destruction of the cities. I think we are giving far too much attention in the Congress to continuing to build more and more four-lane six-lane and eight-lane highways which too often result in the destruction of historic sites, and produce new regions of blight in the area which abut the highways.

"Favoring the automobile over mass transit as a means of commuter ransportation, we have made the city less and less feasible as a site for new homes and factories. And in the nearly 10 years the Federal highway trust fund has been in existence, almost $27 billion have been drained off in Federal gasoline and vehicle exise taxes which would otherwise have been available to the States as an important revenue source."

the area within the proposed ring road. What then are the "traffic problems" this road is supposed to solve?

Will it relieve the traffic now on the Waterside Interchange (the spaghetti that connects I-91, the Connecticut Turnpike, and the Connector, Route 34), an admitted mistake that consumes acres of valuable land in the center of the city? Will it relieve the traffic wanting to get from I-91 to Route 34 or downtown and back? Obviously not. Will it relieve traffic from I-91 to and from the Whalley-Goffe corridor? Possibly, but development of existing alternative routes could probably accommodate this traffic quite easily--and without recourse to the Waterside Interchange. It is conceivable that the ring road would increase the traffic going through the Waterside Interchange. For example, together with the East Rock Connector, most south-bound traffic from Hamden would in fact be encouraged to use the Waterside Interchange.

Will the loop road relieve the traffic now going through Yale? Most of the traffic now on Elm and Grove Streets seems to be downtown or Wooster Square traffic and the "through" traffic that the proposed circumferential would eliminate couldn't be more than a quarter of the traffic now using those streets. That traffic really doesn't appear to warrant a $15,000,000 alternative.

The ring road may not solve any traffic problems, but it is certainly going to create some. How can a scheme which increases the number of cars entering the city possibly decrease the number of cars on downtown streets? What will happen when this high-speed, limited access road intersects with Whalley-Goffe-Dixwell, Elm, Edgewood, Chapel, George, Route 34, Davenport, Congress, Columbus, etc. etc.? How will cars get on to or across the State Street leg of the loop? How is traffic from the 1/2 mile long, 4,000 car garage (located in the middle of this six-lane road) going to enter the circumferential? For example, far fewer cars exiting from the Temple St. Garage cause terrific traffic jams at the George Street exit. Who is supposed to use this garage anyway? Certainly not the shoppers--most likely the employees of the large corporations. How are people to get to the ground level stores under the garage without causing dangerous friction with the high-speed, through traffic? Won't all these bottlenecks discourage people from using this expensive and extensive roadway?

What will the effect of the circumferential be on adjacent neighborhoods? The Dixwell, Dwight, Hill, and Wooster Square neighborhoods most likely will be separated from downtown by a six-lane, high-speed expressway. What will happen to all the buildings in its path? It looks as if Helen Hadley Hall will have a highway underneath it and the Berkeley Divinity School will be in the middle of a clover leaf. It's also likely that the fine buildings on the south side of Trumbull Street between Temple Street and Hillhouse Avenue and those on the north side of Lake Place will be destroyed. What plan is there to rehouse the people whose homes and stores on Howe Street, Howard and Columbus Avenues will be destroyed?

Why is a high-speed expressway being located immediately adjacent to three new schools in the Hill--Lee High and the two schools planned for the proposed Hill Central Area? What about the ramps between the highway tunneled under Yale and Orange, Whitney, and Prospect? What will they cost in terms of land and money? If only one leg of this ring road will cost $15,000,000, what will the whole thing cost?

Won't a scheme which increases the amount of roadway and number of parking spaces downtown severely damage existing bus service and thereby force an increase in bus fares? Doesn't this mean that once again the working people of New Haven will be paying for the comforts of the rich?

ROADS CAN BE STOPPED

Enough valuable land in the center of New Haven has already been taken, enough businesses have been ruined, enough people have been shoved around--for roads. New Haven is in danger of becoming simply a corridor for suburban traffic. Enough money and technical attention have been devoted to remaking this city into a convenient automobile drive for suburbanites. It's time to devote that money and technical knowledge to housing, education, recreation, secure employment, and public transportation--to the needs of the people who live here.

A similar demand from people in New York, Philadelphia, Baltimore, Chicago, Cleveland, St. Louis, New Orelans, Nashville, San Francisco, and Seattle has helped bring the bulldozers to a halt or diverted them. According to the New York Times (News of the Week section) of December 31, 1967, the people's voice has gotten through to Washington and:

> ...a vast re-thinking of highway concepts is under way at top government levels.
>
> No longer is it sufficient for a highway to carry vehicles efficiently and speedily from Point A to Point B. Now, it is felt, a highway should melt esthetically into a neighborhood. It should contribute to development of the neighborhood's economic and social life. It should disrupt and uproot minimally.

The Department of Transportation has no set formula for dealing with local controversies. Each is treated individually. According to the same Times article:

> ...generally speaking, the department expects each city to take the lead in solving its particular problem so that the result is a freeway plan that will do more than move vehicles from Point A to Point B. Plans that do not include sociological, economic and esthetic considerations simply will not be approved by Washington.

We must decide whether we want New Haven to be a network of highways planned and administered by a small group of political bureaucrats or a city of people, decided by people, and built for people. Our decision will be heard.

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...he city. ... This highway of
... of benefit to the city first; but
... which is always New Haven's
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Page 1 of 1
Date January 1967

General Assembly,

January Session, A. D., 19 67.

...ONSTRUCTION OF A HIGHWAY CONNECTING
...NTERSTATE 91 TO THE PROPOSED INTERCHANGE
...34 AND DWIGHT-HOWE STREETS, IN NEW HAVEN.

...epresentatives in General Assembly convened:

...stributor highway connecting the present
...91 at Orange Street in New Haven to the
...nnecticut Route 34 and Dwight-Howe Streets,
... right-of-way acquisition, not to exceed

... take effect from date of passage.

...ovide improved access between the City of
...ommunities and to eliminate detrimental
...n neighborhood streets.

MAYOR RICHARD LEE, NEW HAVEN;
Mr. Chairman and Ladies and Gentlemen;
I wish to testify on several bills concerning the City of New Haven. They include ... House Bills ... 3194, 3204....

There is a bill that has our very urgent support, and that is not only to alleviate a present condition but to prevent a more serious condition. That is the route, the bill we call the "ring road" or " The inner-circumferential highway bill." Presently 17,000 vehicles a day, enter and leave I-91, at the intersection of Orange and Trumbull Streets. It is growing worse by the day and by 1975, the estimate of the Highway Department and our own traffic people is, that this is going to amount to 31,000 vehicles a day. We are facing increasing disruption at Dwight and Howe Streets. And when Route 34 goes to the Boulevard, 44,000 vehicles a day are expected to use these streets.

The inner-circumferential highway or the ring road, using the Trumbull Street exit and entrance, will help a great deal in the solution of these problems. ... This is not highway traffic that we originated. Much of it is not destined for inter-city purposes, at all.

Finally, we feel that the various elements of the city, the business district, the University and the neighborhoods.....must not be separated.....but joined. And we did file a substitute bill, which simply asks for "planning money" to the tune of $100,000 to work with Yale, in the planning and the design of where this highway should go; on how it should be built; some of it should be built below grade. And we feel that this is the most important thing that the city can ask of the Assembly in the field of highway construction, in this session of the General Assembly.

We support also the bills dealing with the State Street ramp....

AIM

education forum:
CHANGE AND FLEXIBILITY NEEDED

by Susan Braudy

(The following interview with a New Haven school teacher happened to take place on the very day when disturbances broke out in another school - Hillhouse. When word of the trouble spread to other schools the teachers were asked to do extra policing in the hallways, and our interviewer followed along recording as much as she could. Our apologies for any incoherence.)

So many of our schools are judged by quiet kids, no papers on floors, and nice pictures on walls. But that is not what's really going on.

These youngsters have problems. Many have alienation at home. And many have low images of themselves. But if you talk to these youngsters outside of class, they're bright and sparkley. It's when they get into the schools that they are lost. Some kids just wander through the halls instead of going to their classes. They can't really say why they do it. For problems like these we need four or five clinical psychologists and psychiatrists in each school to work with youngsters individually and in groups. In psychological sessions these youngsters could learn to understand their hostilities and fears instead of taking them out on teachers and on themselves.

Schools are tense. We get many different pressures from a tense community. Groups like AIM, Hill Parents, and the Aldermanic Committee want changes in the type of education youngsters are getting. Few groups agree.

Pressure comes from some groups to crack down and get a more rigorous discipline and policing and punitive system in the schools. This is not the answer.

One serious problem is that the parents are pulling each other apart. Even the Puerto Rican parents cannot get together to agree on educational problems. Here we have tension in the community. The kids bring these tensions into the schools.

Kids today are tense. Negro and white kids alike wonder who am I, what am I. Kids are confused about the war, about civil rights, and about just being adolescents.

After the riots this summer some youngsters heard their parents talking about how we ought to kill those people who rioted. Other kids heard their parents talking about black power. Then the kids come in and sit across from each other in the cafeteria, and the situation explodes.

The important problem is that the schools are unprepared for changes. Presently, school personnel is inadequate. We have too few teachers, group workers, clerks, and librarians. And our teachers are often limited in the quality of their optimism and training. We have an inadequate budget.

Public schools should be spending more money rather than less money than private schools do. If Choate found it necessary to offer the special kinds of psychiatric and remedial services that public schools should be offering, Choate's tuition would double.

Businesses would never operate the way our New Haven schools do. In business if an extra clerk is needed, they hire one. Here we need a clerk in the library so the librarian has time to plan curricula and buy books. If the library gets a clerk, she'll simply be transferred from another place in the school where she's needed badly too.

The faculty is overworked. They teach five 40-minute periods a day, supervise one study hall, and get one free period. Keeping order in a study hall is a bad use of teacher time. Teachers don't have time to get to know the community. They are overworked and they feel threatened. They drive their cars into the neighborhood and drive out at 3. Still they chose to teach in a city school. They need support and help.

It's not enough to have good teachers. We need an administration which is open and will support changes. The schools should be innovative and imaginative, places for educational happenings.

Most of the principals around the city are not exactly going to make changes. They are mostly political appointees. We need real principals, not list-makers and bell ringers.

The Teacher's League has taken a backward stand on real educational issues. Are they pushing for better curricula, or do they even know what a better curriculum is? They spend the greater part of their time bickering about appointing people from outside the system. It's a reactionary notion that we have to promote only our own people and shut the doors to others.

We have to go outside the system. We have to compete for good personnel. We have to compete for more black personnel with areas like Hartford and New York.

We should not be worrying about getting our friends promoted. We should be considering solutions like non-graded elementary schools, an independently elected Board of Education, and curricula improvements in elementary schools. Our children are not learning to read.

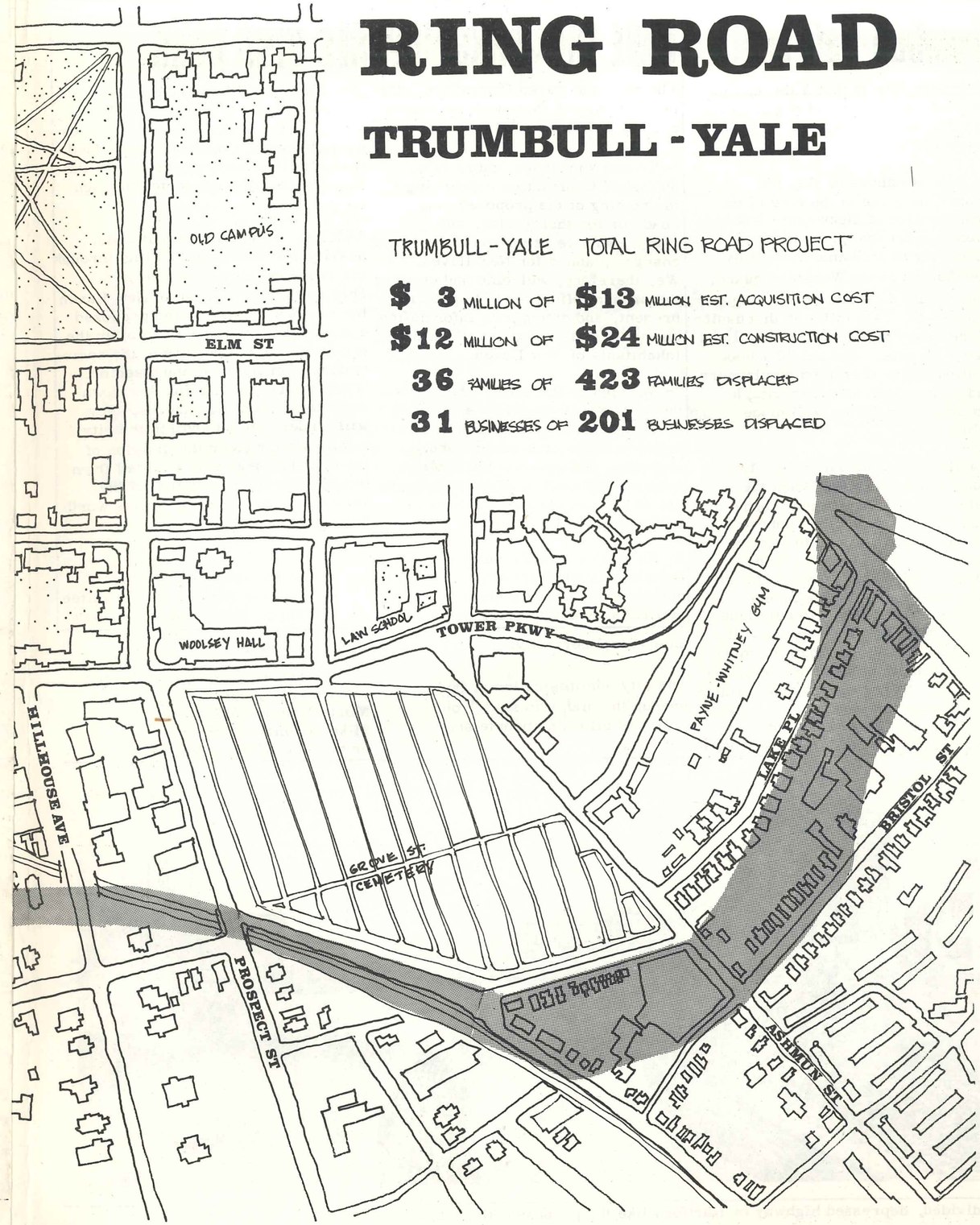
You hear the kind of stereotyped complaint, "Well, when I was in school kids never talked back and cut classes."

Well this is a new time. And kids are in school today who simply would have dropped out years ago. It's our responsibility to see to it that these kids make it.

RING ROAD

TRUMBULL - YALE

TRUMBULL-YALE		TOTAL RING ROAD PROJECT
$ 3	MILLION OF	$13 MILLION EST. ACQUISITION COST
$12	MILLION OF	$24 MILLION EST. CONSTRUCTION COST
36	FAMILIES OF	423 FAMILIES DISPLACED
31	BUSINESSES OF	201 BUSINESSES DISPLACED



trumbull·yale cont.

neighborhoods is that Yale can use its vast resources and organization to influence planning, the neighborhoods can't.

So Yale continues to play its protection game in the face of the proliferation of highways-- and even to start that process, for according to a comment made by Mel Adams at the Wooster Square Community Association meeting on January 18, Yale initiated discussion of the heavy traffic on Trumbull and Grove Streets. And neighborhoods continue to be disrupted by planners and plans which aren't inevitable but keep themselves well hidden from public view.

Finally, the Trumbull Street Exit story will be repeated when the State Highway Department condemns East Rock Park for the connector to avoid the massive intersection that would be required to funnel traffic from Whitney Avenue to the State Street and Temple Street garages. And further to persuade drivers that the long way round the Ring Road is quicker than the more direct Temple and Elm Streets. No doubt the Mayor will go down "fighting" to save the park, but he himself will have done all the preliminary road building to make its destruction an eventual certainty.

SAVE THE PARKS OPPOSES RING ROAD

C 4

The Save the Parks Committee joins other civic and neighborhood organizations in this newsletter because:

1- To our knowledge, there is no published information concerning the routing of the proposed ring road, or for that matter, any comprehensive report on the physical changes planned for New Haven. We, therefore, welcome and endorse the present effort made to gather, present, and diseminate information on matters affecting us and all other inhabitants of New Haven.

2- We oppose the policy which gives the private car preference over all other methods of transportation between cities or between suburb and city. We question the proliferation of facilities meant to encourage the use of cars as a means of transportation to the city.

3- An increase in the number of cars accommodated downtown will in turn make inevitable the increase of facilities needed to bring these cars into the core of New Haven. We consider this a threat to East Rock Park. If the present trend continues we foresee the time when this added traffic will provide an excuse for the construction of a connector through the park.

4- It has become clear that wide, heavily traveled roads cutting through the cities destroy their urban character. In the case of New Haven the sectors divided by the proposed system will be too small to offer the opportunity for diversity in the socio-economic make-up of each sector. While the roads will link downtown New Haven with the suburbs, they will hinder contacts within the city itself. We consider the division of the city into segments isolated from one another as destructive of the very fabric which makes cities worth saving.

The Executive Committee of
The Save the Parks Committee
Paul J. Mitarachi, Chairman

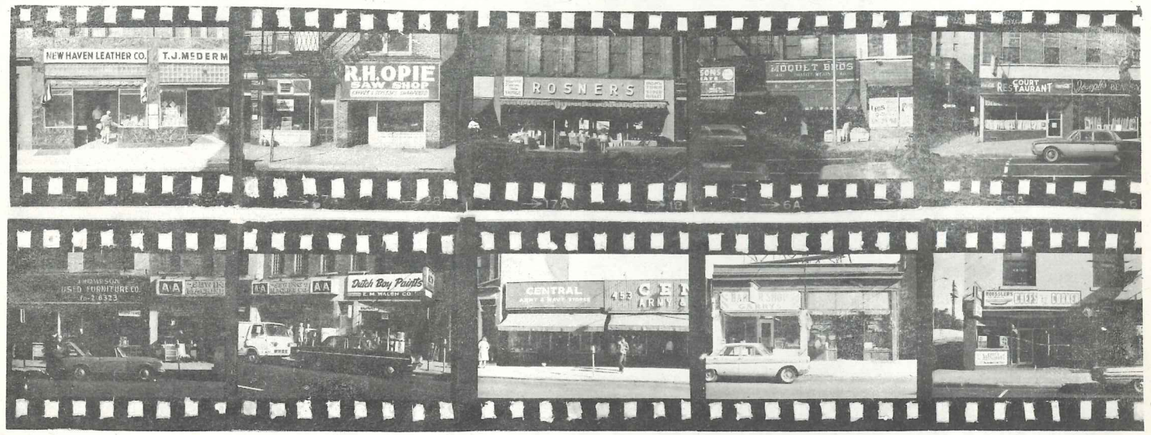
The city administration is trying to one-up the man who said "you can only fool all of the people some of the time."

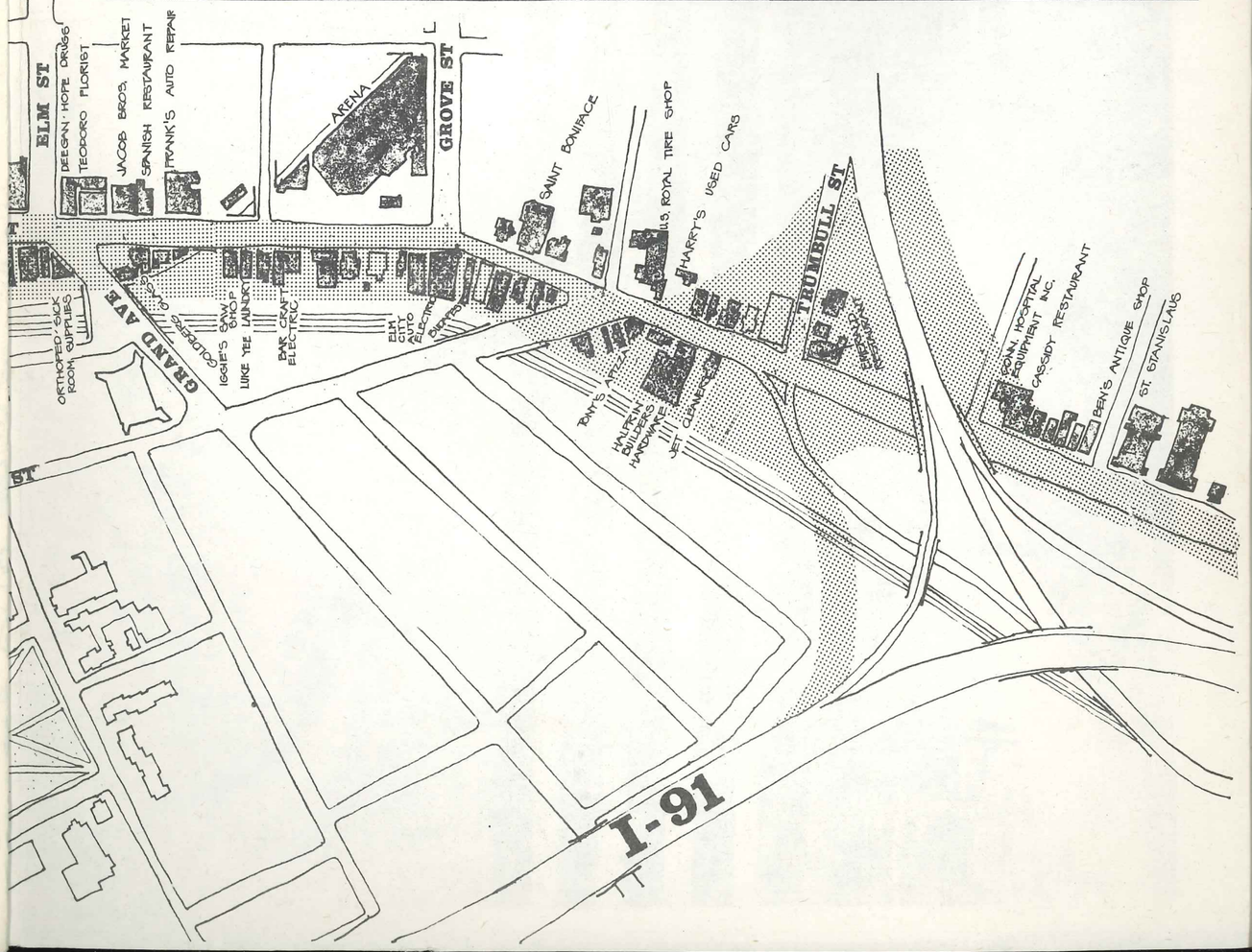
Their time is up.

If you want to work against the Ring Road at Yale, call
Morty Miller - 562-8068
Mike Millman - 562-6674
or the AIM office - 787-0123

A divided, depressed highway in Hartford like the proposed Ring Road.

RING ROAD STATE ST





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GRAND AVE
CHAPEL ST
STATE ST
WATERSIDE INTERCHANGE
COLUMBUS BLVD
I-95
I-95
HARBOR

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